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1.15 p.m. to 1.45 p.m. ... Every 10 minutes.

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MR. OSBORNE'S SPEECH.

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—I had the good fortune to be present during part of Mr. Osborne's eloquent address to the Council on the subject of the Amending Health Ordinance and in common with others present could not but be impressed by the incisive oratory of the speaker. When however I subsequently read the speech in the papers, in my own home and removed from the constraining influence of the speaker's voice, I found much in his speech that was inconsistent and much that was based on incorrect premises. I will refer first to his statement that "the outcome of this state of affairs was the original and drastic Ordinance of 1893" described by the Commissioners as "the work of a novice." Mr. Osborne spoke at great length with this misquotation for a text. What the Commissioners did say was "The Public Health and Buildings Ordinance No. 1 of 1893 as originally drafted was (as was pointed out in the influential signed petition against it) the work of a novice." This is quite a different thing. In the petition referred to the following passage occurs—"It reveals in the Bill the hard heart of the novice in building matters and one inappreciative of the rights of property. It shows that some provisions taken bodily from the English Statute book are practical and well drawn. It shows that others have been so altered in the making as to be deprived of their original value and it exemplifies by many further instances the circumstance that throughout the Bill (with the single exception aforesaid) all the careful provisions of the English Acts for compensation wherever private rights are infringed have been regrettably omitted." After receiving the petition the Government made many changes in the Bill before it finally became law but did not replace all the compensation clauses which had been "regrettably omitted"—with what result to property owners we already know.

Yet in spite of numerous changes, adopted upon the suggestions of owners, architects and others, the ink on the Bill was scarcely dry before whole sections of it were found to be unworkable and had to be amended. This looks as if the original draft was, if not the work of a novice, something equally indifferent.

Mr. Osborne was inconsistent in several ways. He commenced his speech by an unqualified condemnation of official administration. To use his own words from 1841-1844 the Colony was "neglected and unguided and maturing in an atmosphere of drift." He did not till 1844 did official apathy "heedless of warnings yield to a sense of its obvious duty." After virtually accusing the Government of maladministration for over half a century he, in a later part of his speech, goes on to say: "To change this system (i.e. Crown Colony Government) for that of Government by an Elected Assembly would be fraught with injury to the Colony." His glowing eulogy of the Crown Colony system of Government loses much of its value following after his previous denunciation. His praise of officials as a whole (though I will not say they are undeserved) is somewhat counterbalanced by such expressions as "unlike the high officials protect the public against the misplaced zeal, stupidity and arrogance of subordinates there will continue to be irritation and antagonism and trouble." This sounds almost like an echo of the Commission as also the expression "there should be some simple form of appeal." Mr. Osborne objects (inter alia) to a Municipality because civilians are "here to-day and gone to-morrow." If this is so are not officials here this morning and gone this afternoon? If this argument means anything it means that those who own control wealth and operate the commerce of the Colony, who possess practically all the property in it are more likely to ruin the Colony than those who would not be seriously affected by any calamity to the Port. In my opinion such a view is not logic.

However I agree with Mr. Osborne in not desiring a Municipal Council, not for his very inconsistent reasons but for the same reason—I do not desire the moon.

Having dealt with inconsistencies and incorrect premises I will now refer to Mr. Osborne's remarks about the Commission.

He said—"From the beginning to the end of the report there is not the faintest need of praise, not one word of approbation." The Commissioners were not instructed to award praise. If Sir Matthew Nathan had considered the Sanitary Department worthy of praise, no Commission would have been appointed. All the Commissioners had to do was to decide—

(1) Whether the Administration of the Sanitary and Building Regulations as here carried out were satisfactory, if not, what improvements could be made.

(2) Whether any corruption existed or had existed. The Commissioners found that ineffective administration was conspicuous by its absence and that bribery and corruption amongst a considerable number of subordinates were rampant. They also suggested certain improvements. The charge of ineffective administration receives its answer and acceptance in the appointment of a cadet as administrative head with no other duties. The charge of corruption is endorsed by the imprisonment of one and the dismissal of several other subordinates. With regard to improvements, a number of the Commissioners' suggestions are being adopted in whole or in part. No doubt, as Mr. Osborne points out, the conduct of some of the subordinates during the perilous times of 1894 was worthy of praise but personal bravery in 1894 was outside the scope of the Commission.

It is true that the health of the Colony especially as regards malarial fever, is better (the roads however on the lower levels are much worse) but I question very much whether the enormous sums spent in various plague

measures have been very successful—we have not had much plague for some years, neither has Canton. When Canton is infected and we are not I will believe, meanwhile I am inclined to concur with the Hon. Messrs. Lockhart, May and Chatham who reported as follows:—"In spite of the many workers and the most drastic measures the epidemic though undoubtedly confined within narrower limits was not got under one day sooner than it ceased of its own accord in the neighbouring city of Canton where no steps whatever were taken to combat the plague."

Mr. Osborne says the prosperity of Hong Kong is due to shipping but as Dr. Ho Kai pertinently remarked "what is the shipping due to?" We have only three fundamental assets in this Colony and they are—

(1) A deep water basin or harbour at the gate of the Capital of South China.

(2) Safety of Commerce and the protection of the lives and liberties of individuals.

(3) Abundant cheap labour.

Where these conditions exist shipping and industries will follow. The Health Ordinance and the Quaila have done much to make cheap labour a thing of the past, but plague except in so far as it produced the Health Ordinance, has not increased the cost of labour.

Mr. Osborne does not seem to have much sympathy with landowners, but it is difficult to understand why individual property owners and not the Colony as a whole should be saddled with the cost entailed by fifty-three years "of an atmosphere of drift" especially as a responsible Government Official admitted before the Commission that there ought to have been more roads and wider roads and that the ground which should have been reserved for such had been sold by the Government and was bringing in a considerable revenue in the shape of taxes and Crown Rent, in other words the Government were profiting by the insanitary condition of the Colony.

In conclusion I would only say that as the Bill of 1893 was begotten of panic, so there was bound to be (as there has been) a strong reaction against it. But the mischief is for the most part done and it would not be wise to make any radical changes now such as largely increasing the number of persons that can be accommodated in a given space. When Chinese by the thousands were being ejected from overcrowded houses by the hundreds were run up for them by the local land companies and private owners. Are these all to become vacant? Some are already.

Yours truly,

HENRY HUMPHREYS.

Hongkong, 2nd May 1908.

REGISTRAR GENERAL'S REPORT.

The report of the Registrar General for the year 1907, laid before the Legislative Council by Command of His Excellency the Governor, last week, states:

REVENUE AND EXPENDITURE.
The revenue collected during the year amounted to \$6,261,133, a sum \$14,623,08 below the revenue collected in 1906. The estimated revenue for the year was \$1,516,180; the principal items to which the estimate was exceeded were hawkers' licenses, money changers' licenses and householders' registration. Reference is made to these increases below. The revenue from markets fell short of the estimate by \$3,000.

The only material decrease in the revenue compared with that for 1906 is under the head Boat Licences. In 1906 the revenue from these licences was something over \$24,000. It was collected by the Harbour Master. There were substantial increases under the heads hawkers' licenses, money changers' licenses, householders' registration and markets. The number of hawkers' licenses issued increased from 14, 65 in 1906 to 16,193.

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An increase of 30 per cent. in the revenue from money changers' licenses is due to no doubt to the great discount at which the silver and gold coins are sold for part of the year. The inclusion of the Kowloon Peninsula in the part of the Colony to which Part III of Ordinance No. 3 of 1888, providing for the registration of householders, applies, accounts for the comparatively large sum received under the heading householders' registration. The increase in the revenue from markets is a little over one per cent. and is fairly evenly distributed.

It is satisfactory to find that the rents for the stalls in the Mongkok Market are maintained at the level at which they stood twelve months ago; the market recently needs a want. The New Road Market has not been hitherto a great success but for some reason the market people turned their attention to it in November and all the market is now fully let at the rate of \$1,36 a year, a low rent it is true, but an increase of 30 per cent. on the rent received in 1906. As I stated in last year's report the accommodation for the poultry dealers in the New Western Market was found insufficient and two dealers have been given permission to move into premises outside the market. The Old Western Market has been opened out by the removal of unnecessary stalls and the remainder of the premises has been divided between the butchers and vegetable and fruit dealers. The arrangements were completed on the 15th October.

Of the total revenue by the Registrar General's Department in 1907, 67 per cent. came from the rent of market premises, and 18 per cent. from fees for hawkers' licenses. The total expenditure during the year was \$3,540,885 compared with \$3,047,46 in 1906. The expenditure in 1906 was increased by the Census. The actual expenditure fell short of the estimated expenditure by \$2,701,124. The principal items in which the expenditure was below the estimate were personal emoluments, census and rent of quarters for student interpreters.

PROTECTION OF WOMEN AND GIRLS.
The number of women detained under warrant was 139 compared with 160 in 1906. It is satisfactory to find that the percentage of cases in which after examination at the Police Kiosk, no grounds can be found for detention, has fallen as low as 28. To send 800 women to the Police Kiosk in one year throws a very great deal of work on the directors and puts severe strain on the resources and accommodation of the institution, while it is unpleasant to find that in 400 cases the detention was not justified. On the other hand it may be

that during the last year, too many doubtful cases have been permitted to pass. It is very hard in this business to strike the mean.

In all, 316 persons were admitted to the Police Kiosk, 16 being runaway maid-servants. In the case of maid-servants wherever there is evidence of ill-treatment, the Police are asked to prosecute, but even in cases of ill-treatment the fault is probably not all on one side. The schools to which these children are sent find them as a class unsatisfactory and hard to manage. The numbers of girls added during the year to the list of those required under bond to report themselves regularly to the Registrar General was twenty. Sixty-six girls were reported to the Police Kiosk as being missing in Hongkong during 1907 and of these only nine were reported to have been recovered.

Five persons were sent to the Italian Convict during the year and twelve to Miss Eyre's Refuge, and of these four were sent under warrant, two to each institution. Both institutions have been visited by me more than once during the year, and Miss Eyre's Refuge was also visited by some of the directors of the Po Leung Kiu. At a final inspection made at the close of the year only one complaint was made. The girls both at the Refuge and at the Convict looked clean, healthy and happy. The Sisters tell me that they have now no trouble with the girls and that they will be willing to receive any more who can be sent to them. Two of the girls who have been married happened to be in the Convict at the time of my last visit: they were well-dressed and seemed happy.

EMIGRATION.
The examination of females and children under 16 is conducted by the Assistant Registrar General and occupied about 156 hours: this is exclusive of the time spent by the Registrar General in re-examining doubtful cases. The number of women and children examined was 15,571, the examination is therefore conducted at the rate of about 101 emigrants the hour. This rate of speed may seem to be excessive and to give little opportunity for ascertaining the actual status of the emigrant, but as a matter of fact in the case of eighty per cent. no examination is called for, only identification. There are very rarely any grounds for suspicion in the case of single women over 20, and of women and children going in families.

Male emigration has been very carefully supervised during the year. A number of ships taking third class passengers to the Straits Settlements have been inspected, and from the 1st November the emigration of labourers has been satisfactorily supervised by the Assistant Registrar General. At a conference held in March with Mr. Barnes, the Secretary for Chinese Affairs in the Straits Settlements, a probable change in the Emigration Law was foreshadowed by me in my annual report for 1905, but it was decided to take no steps until an opportunity had been given of discussing the whole question in personal conference with some officer from the Straits Settlements. This opportunity occurred in March last when Mr. Barnes passed through the Colony and an arrangement was come to by which the Hongkong Government was to send an official to the Straits Settlements to see that the labour contract was properly entered into before the Registrar General before embarkation.

It is too soon to say what effect the new arrangement will have on the volume of emigration, but everything so far has worked smoothly. The examining officer has detected a number of cases of misrepresentation and fraud, and has rejected a number of youths and men physically unfit for work at the mines. This office is in constant communication with the Protectorate of Chinese in Singapore and it is hoped that with a little more experience all but a few cases of fraud will be eliminated. A number of Chinese gentlemen who have served as members of the Board of Direction of the Po Leung Kiu have undertaken to inspect the emigrants when they present themselves for examination, and they commenced their duties at the beginning of 1908. There is no doubt that their assistance will be of the greatest value.

During the year, 51 hotel-licences and 34 boarding-house licences were issued. The boarding-house licences which are made up of "boarding-house" and "boarding-house" are not only by intending emigrants but by visitors to Hongkong—both men and women. Since 1905 the accommodation provided in hotels has increased 34 per cent. and that in boarding-houses 100. Two boarding-house licences have been cancelled for misbehaviour on the part of the keepers. In the one case a man had been induced to go on board by fraud and left overboard, in the other an unwilling emigrant was prevented from leaving the house. Enquiries have been made in several cases for relatives who had gone to the Straits Settlements or to Borneo, and the missing men have been traced with the help of the records kept by the boarding-house. In most instances the relatives have resided, sometimes with the assistance of this office, the advances made to the emigrant; in some they have been content with an interchange of letters.

It is pleasant to learn that the efforts made in Hongkong to stop emigration abuses are recognised elsewhere than in the Colony.

REGULATION OF CHINESE.

By an Order in Council dated the 2nd April 1907, the provisions of Part III of the Ordinances were extended to the urban part of the Kowloon Peninsula. In May, circulars were sent to landlords and householders calling their attention to the law, and by the end of the year, 1,783 houses out of 1,913 had been registered. The work of registration entailed the engagement of two temporary clerks for six months.

The balance to the credit of the District Watchmen's Fund on the 31st December was \$1,930 as against \$1,074 for the preceding year. Contributions show an increase of \$690, expenditure a decrease of \$89. There was no expenditure on building in 1907, but in 1908 it will become necessary to increase the accommodation in the District Watchmen's House at West Point. The procession which was held in December necessitated the engagement of Special Watchmen and entailed an expenditure of \$1,100. Effect was also given to a resolution of the Board passed some time ago and the three Watchmen's House and the Telephone Exchange. The increase in the Force during the last few years has been as follows:

31st December, 1907	70 District Watchmen	all ranks	32
1903	32
1904-1907	95
The nature and number of permits issued during the year were as follows:—			
To fire crackers for marriages	286		
" " on other occasions	110		
To hold processions	36		
To perform (in other than per-	34		
theatricals) in mass buildings	34		
To perform (in mass buildings)	49		
To hold religious ceremonies	49		
Total	568		

Permits to hold religious ceremonies and theatrical performances in the New Territories North of the Kowloon Range are issued by the Assistant Superintendent of Police at Tai Po.

The holding of theatrical performances in a temporary building in connection with a temple festival is of regular occurrence. The trustees of the temple invite tenders for the provision of a performance and the successful tenderer provides the theatrical company, builds as large a match as he thinks will be profitable and fills it as full as it can hold with seats. As is known the result in China is sometimes disastrous. To remove as far as possible the chance of such a catastrophe in Hongkong all applications for permits are to be accompanied in future by a sketch of the match, in order that the Superintendent of the Fire Brigade may see that there are adequate exits and gangways.

The number of marriages solemnised during the year was 137, as compared with 125 in 1906. Twenty-seven marriages were contracted at the Registrar General's Office. 256 permits were issued to fire crackers on the occasion of Chinese marriages, as against 225 in 1906.

The births registered during the year were as follows:—

	Males	Females	Total
Chinese	736	388	1,124
Non-Chinese	161	135	296
Total	897	523	1,420

Four hundred and eighty-two births were registered during the year in the West Point and East Point registration offices in Victoria, an increase of 66 on the number registered in 1906. The total number also of Chinese births registered in Victoria shows a satisfactory increase.

The number of deaths registered during the year was:—

	Chinese	Non-Chinese	Total
Chinese	6,999	237	7,236

Two hundred and ninety-nine permits were issued to examine human remains for removal to China or for burial in the Colony. Four hundred and forty-one certificates were issued by the Police for removal of bodies from the Colony.

VACCINATION.

The total number of vaccinations recorded in 1907 compared with 7,450 in 1906. The record includes only vaccinations performed at the hospitals and dispensaries and by the hospital and dispensary vaccinators. An increase is shown in the vaccinations at Hongkong, Kowloon City and Yau Tei. The returns from the village show an improvement. At Yau Tei and Shaukiwan however the percentage of vaccinations to births is not yet as high as it ought to be.

REGISTRATION OF BOOKS.
Fifty-three books were registered during the year compared with sixty-five in 1906.

CONTRIBUTION IN WORKS OF THE FINE ARTS.
Two sets of photographs and one "Map and Wall Directory of Hongkong Central" were registered during the year.

CERTIFICATES OF IDENTITY TO CHINESE ENTERING THE UNITED STATES OF AMERICA ETC.

The number of certificates issued during the years 1906 and 1907 was:—

	To the United States	Hawaiian Islands	Philippines
1906	1	7	2
1907	3	7	2

The issue of these certificates is now confined to Chinese who are British Subjects resident in Hongkong.

GENERAL.
In deference to the wishes of the Chinese merchants who do business with Canton it has been decided to continue to license the Postal Office which carry letters between Hongkong and that port. These Hongkong are of very great service to the business community. They afford special facilities for despatching correspondence and deliver it quickly and safely.

A petition which received very influential support was presented in August, 1906, complaining of the way in which the Excise Officers of the Opium Farm conducted searches of private premises and the examination of passengers and their baggage on their arrival in the Colony. Attention was also invited to the prevalence of the practice of "planting" opium in the houses of Chinese residents. Various suggestions which were adopted in all essential particulars.

A list of the Chinese names of islands, bays, hills and passes in Hongkong and the New Territories to which English names have been affixed was taken in hand and is now being printed.

There does not appear to have been any serious trade dispute during the year. The junk employed in the carriage of timber to Canton took advantage of the scarcity of suitable junks after the typhoon to try and increase their charges above the fixed rates, and timber merchants were put to some difficulty for a short time in securing carriage.

The Chinese firms dealing in the export of Chinese clothing and fabrics to the Transvaal complained of the high rate at which their goods were assessed for payment of import duty, and representations were made on their behalf to the Transvaal Government.

A project which first started three years ago for the incorporation of the Man Mo Temple as a public building to be carried out. A Bill has been submitted by the Trustees of the Temple property for the approval of the Government and is now under consideration.

The Directors of the Tung Wah Hospital who are not as managers of the Temple have also been granted a lease of a piece of land behind the Temple. This land was given to the Man Mo Temple in the year 1877 and has since been regarded by the directors as its property, but no lease had ever been granted.

A dispute as to the management of temple property at Shamshuipo was referred to the Registrar General, and settled by him with the assistance of two Chinese gentlemen. The property consists of a market and a wharf and the dispute originated in a struggle for the control of the property between the Pantei and the Hakka inhabitants of the village.

A petition to which 322 copies were affixed was received in March from the inhabitants of Yau Tei. Petitioners complained of the increase in the rate for the carriage of goods to the public ferry to be controlled by the committee of the village. They were called a municipal property at Shamshuipo—one of the conditions of the lease being that the pier is to be managed by the village to the satisfaction of the Registrar General, who will be guided in his decision by the wishes of the inhabitants of the village. The Government decided to put the pier site up to auction in the usual way.

CIGARS! CIGARS! CIGARS!

THE FOLLOWING HIGH GRADE MANILA CIGARS ARE ALWAYS IN STOCK

Price and Quality cannot be beaten.

IMPERIALES, PERFECTOS, REINA VICTORIAS, ESTRELLAS LONDRES,

CORTADOS (Cheroots), PRINCESSA, HIGH LIFE.

H. PRICE & CO., LTD.

TELEPHONE NO. 193

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 27th April, 1908.

The activity of the Botanical and Forestry Department in protecting plantations led in March to the receipt of numerous petitions from the Kowloon District on behalf of the wood-owners. As a result further action was suspended pending investigation. In the country districts the principal fuel is dry grass and during the year it was found necessary to warn the villagers of Little Hongkong that grass-cutting was not permitted in plantations or in the natural forest.

On the advice of Mr. Lockhart and Dr. Ho Kai, a Chinese Illustrated Encyclopedia (古今圖書集成) has been bought for the Office Library. This work was first published under Imperial Authority in 1726 and a new edition has been lately brought out in Shanghai.

A Chinese procession—the first of its kind since March, 1894—was held on the 5th, 6th and 7th of December. It attracted a great number of people to the Colony, but the large crowds were quite orderly and there was no increase of crime. The committee of management were able to hand over \$12,800—the unexpended balance of subscriptions, to charitable purposes.

THE CHINA ASSOCIATION.

ANNUAL MEETING SHANGHAI BRANCH.

The annual general meeting of members of the Shanghai Branch of the China Association was held at the Shanghai Club on April 27th. Mr. F. Anderson presided and there were also present:—Messrs. G. A. Richardson, H. D. Hutchison, W. A. C. Platt, P. V. Davis, A. Wright, A. P. Wood, J. Whitall, W. N. C. Allen, J. Osborne, H. A. J. Macray, W. D. Little, G. Miller, W. Nutter, E. S. Heale, J. Prentiss, F. Raydon, E. C. Evans, J. H. W. Denny, M. G. Mulland, R. I. Pearson, R. A. Clarke, D. Lowe, H. Brown, G. S. Lindsay, A. P. Wood, D. M. Gubbay, C. W. Wrightson, H. J. Clark, H. J. Clark, H. Reiss, E. F. Bateman, A. H. Bottenheim, A. M. Marshall, F. Ayres and G. D. Main, Acting Secretary.

The Chairman said that no annual meeting had been held by the Association for over two years. He was unable to explain fully all the reasons for this discontinuance of the annual meeting, but he supposed that the numerous changes which had been made in the Committee during that time had something to do with it. The present Committee, however, had decided to revert to the old custom of having the annual meeting in the spring in order that they might give an account of what had taken place in the past year and comment on any matters of interest which might be under discussion at the time. He was placed rather at a disadvantage in giving an account of what had taken place in the Committee during the past year, as he had not been a member of the Committee and only arrived in Shanghai towards the end of the year, but while he was in London he had an opportunity of seeing a great deal of the work of the Shanghai Committee and he was sure he was expressing the opinion of the members of the London Committee and also of those present at that meeting when he thanked Mr. Skottow for the valuable services which he had rendered when he was in the chair (applause). It had been the custom for some time for the London Committee to select some of the members who had taken an interest in the affairs of the Association when they were visiting at home, to join the London Committee. He thought that there were many advantages to be derived from that custom on both sides. In the first place it enabled the London Committee to keep more closely in touch with the changes which were taking place in Hongkong, Shanghai and Tientsin; and it enabled those who had the advantage of joining that Committee to see how the work was done at headquarters. No one could be a member of that Committee without feeling that it was composed of a body of representative and responsible men. amongst its members were Mr. Gundry, the president who was retiring this year, and who had done an immense amount of work and was really the founder of the Association, Mr. J. H. Scott, who had been for some time the chairman of the Committee, and he believed that Sir Charles Dudgeon was to take Mr. Scott's place. In addition there were Sir Thomas Jackson, Mr. Whitehead, Mr. G. A. Richardson, Mr. C. Smith, Mr. A. D. Dunn, Mr. W. Hillier, Mr. Jamieson, Mr. Byron Brennan, Mr. Burkill and others. Most of these gentlemen had special sources of information about what was taking place in China and the reports of the China Association, and the mere recital of their names proved that they were extremely well represented in London. He thought they should show their appreciation of the work of the London Committee by endeavouring to get more members of the Association.

THE SHANGHAI EXHIBITION.

The report which had been circulated was rather a new departure. Formerly the report dealt in some detail with the work of the year, but this year it was more or less an index of what had been done. In that report some reference had been made to a proposed exhibition which was under consideration here about a year ago. The Committee here wrote Home fully and Mr. Burkill and the speaker were appointed to report upon what had been done might be taken at Home. In the course of compiling the report they had interviews with some of the highest officials of the Board of Trade to ascertain whether His Majesty's Government would give official or financial support to that undertaking. They were told that the chances of financial support were somewhat hazy, but that if the movement was a very solid one, more especially as regards its financial character, and that if it had the support of the local authorities, of the Chinese Government and of the other Governments engaged in foreign trade in China, more especially the French, German, American and the Japanese Governments—that under those circumstances they would be disposed to give the matter their support; and no doubt the effect of their doing that would be that the British exhibits would be representative of the best of British industry.

THE ROBINSON PIANO Co. LD.

Announce receipt of a further Supply

OF THE CELEBRATED

"MERRY WIDOW" WALTZ

A FEW LOW PRICED PIANOS

IN

SPLENDID CONDITION.

"VICTOR" TALKING MACHINES

ON

EASY TERMS.

Hongkong, 29th April, 1908.

At the same time they hoped that there would be no doubt about the matter being carried through to a successful issue before they were asked to do that. Mr. Burkill and the speaker then had interviews with some gentlemen who were instrumental in carrying out several of the more successful exhibitions in England and Scotland, particularly the Glasgow Exhibition. This gentleman said that it was quite out of the question to expect any financial support from exhibitors as their expenses would be sufficiently great in sending out exhibits. He held out very little hope that financial support would be forthcoming from the British Government, but he said that there was always the off chance of that. He also said that it was quite impossible to start an exhibition unless they had a guarantee fund of at least £20,000. In Glasgow the Municipal Council gave £10,000 and other municipalities in a lesser degree and the residents subscribed £300,000 guarantee. He said that the main source of revenue were the entrance fees and the profits on the sale of refreshments and that unless a continual supply from these sources could be depended upon he should strongly advise caution as to going on with the exhibition. These points were reported to the Shanghai Committee and they made inquiries as to the possibility of getting a reliable note in the proximity of the settlement, but he regretted that investigations in that direction were none too successful. As soon as any suitable site was spoken of the proprietors advanced the amount they asked for the ground to quite prohibitive rates. Then the Committee also felt that in view of the great depression which existed in China at the present time they could not look to private residents to subscribe liberally to a venture from which they were not likely to derive much advantage. The community as a whole might benefit, but he very much doubted whether any advantage would accrue to any private merchant. Under these circumstances the Committee had not done anything further with regard to this scheme.

TRADE MARKS.

Another question that had been under discussion this morning was that of trade marks. It had not been raised by the Committee, but had come to the front because it formed one of the stipulations of the Mackay Treaty. When the committee's opinion about the matter was asked, it suggested that there appeared to be no special urgency for this question being pressed at the present moment, as many other clauses in the Mackay Treaty were of much more vital importance to the welfare of China and China's trade, especially those clauses relating to currency and the compilation of mining regulations. The Committee pointed out that a few simple stipulations should be made in any convention concluded with the Chinese Government, such as that a trade mark was a valuable property which belonged to those who established it; that the owner of that mark might reasonably look for the protection of his rights; and that if there were more than one claimant for any such registered trademark, priority of usage should be recognized and respected. It was understood, however, that some difficulties had arisen owing to the laws of Japan. The Committee, for example, believed that if a Japanese succeeded in registering a foreign trademark—probably one that had never been used in Japan but only in China—he was entitled to resist, and would probably do so, if it was a valuable one, on inferior goods. It was also possible for one Japanese subject to register a foreign trademark in Japan if he made some slight alteration, perhaps by putting in the word "Made in Japan." In either case, if the trade mark could not be used in a Japanese Court—and there was some difficulty in upsetting a trade mark in a Japanese Court—it became the unassailable property of the man who had pirated it. In these circumstances it must be against British interests in China to make a Convention in which the conditions mentioned above were not recognized. It was a law, did not appear clearly to recognize the difference between new and old, and when foreign rights were asserted by their countrymen, (Continued on page 5.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business letters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.B.C., 5th Ed. Libers.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

I have Authorized Mr. HERBERT SUTTON to Sign my Firm by Procuration from this Date.

T. E. GRIFFITH.

Canton, 2nd May, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BRITISH LADIES ISSUED FOR BARATIA, PANAMA GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANIA"

Captain W. Hayward, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY the 16th May at Noon, taking passengers and cargo for the above port in connection with the Company's "INDIA" 5,000 tons, from Calcutta, passengers' accommodation in which vessel is superior to any other in the world. Silk and Valuables all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer, proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the I.M.S. "Perseus" due in London on 28th June, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages not required.

For further particulars apply to—

F. J. ABBOTT.

Acting Superintendent.

Hongkong, 2nd May, 1908.

HONGKONG CLUB.

NOTICE.

DURING the absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed Acting Secretary.

H. P. WHITE, Chairman.

Hongkong, 1st April, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 p.m., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908.

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Hongkong, 30th April, 1908.

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Hongkong Bank at Shanghai.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1908.

LADIES, PLEASE NOTE!

REMOVAL SALE.

EVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. For CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS. Please call and see for yourself.

HOOSAIN ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st May, 1908.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR 日曆英中 年十五

From 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE YEN CHOW TO THE 50th YEAR OF THE 70th CYCLE THAT IS THE 3RD YEAR OF TUNG CHAI TO THE 39th YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONSIGNER, TO-MORROW (TUESDAY) the 5th May, 1908, at 2.30 p.m., at "Myrtle Bank," 51, Mount Kait Road, The Peak, SUNDRY VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising—DOUBLE IRON & BRASS BEDSTEADS and MATTRESSES, TEAK WOOD WARDROBES with Mirror Doors, OVERMANTELS with Mirror, SIDEBOARD and DINNER WAGGON, MARBLE TOP WASHSTAND, BOOK CASES, TABLES, FENDERS, GLASS and CROCKERY WARE, LADY'S DESK by HALL & HOLZ, Shanghai, CHEST OF DRAWERS, DRESSING TABLE, LAMPS, HAT and UMBRELLA STANDS, &c., &c., &c.

Also, One 12-Bore SPOONING GUN in Case. Catalogue will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st May, 1908.

INTIMATIONS

WANTED.

TELEPHONE OPERATOR, able to speak English and Chinese, and resident in Kowloon. Apply between the hour of 11 and 12 A.M. to the Manager.

TELEPHONE CO., 2 Duddell Street.

Hongkong, 2nd May, 1908.

THE COLLIER TRANS-SIBERIAN TOUR

(ROUND THE WORLD)

THE 1st ROUND THE WORLD PARTY VIA SIBERIA.

A DELIGHTFUL PARTY of the best class of Americans, accompanied by Mr. LEON COLLIER, President of this Company, left San Francisco March 10th by the Steamship "Siberia" for Japan on route for Hongkong and round the World, via Siberia and the party may be joined in Hongkong upon its arrival 30th April or up to the time of its departure from Hongkong May 7th, provided there be vacant accommodation on our TRAINS DE LUXE at the time of application.

THE ROUTE: Canton, Macao and Shanghai; six hundred miles up the wonderful Yangtsze River to Hankow, then the T. & N. DE LUXE through the Heart of China to Peking; the Great Wall, Tientsin, Shanhai-kwan; Newchwang, Dally and Port Arthur in Manchuria; C. Empu, Seoul and Fusan in Korea; Shimonoseki, Mirima, Onomichi, Kobe and Tsuruga in Japan; then to Vladivostok, where is taken the beautiful TRAIN DE LUXE of the Trans-Siberian Railway through scenery of wild grandeur to Moscow in Russia; thence to the Great Fair at Nijni Novgorod, and to Saint Petersburg, then to Warsaw, the Capital of Poland, and to Berlin, Germany.

Every detail of the journey is not merely "First Class," but is on the Highest Possible Plan—the Very Best of Everything.

For complete Itinerary, Rates and Membership call on or address—

Messrs. MACGOWEN FRICKEL & CO., Des Vaux Road, Hongkong.

THE COLLIER TOURS CO., LTD., 34, Walter Street Yokohama, Japan, (Cable Address—COLLIER, Yokohama). Home Address—"42," BOYLSTON STREET, Boston, Mass U.S.A.

Early Application is important because of the strict limit of Membership.

Hongkong, 29th April, 1908.

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packages, Sets, &c., &c. AND All other Philatelic Goods.

CALL AT—

GRACE & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1908.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shiphandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

SIEN TING.

URGENT DENTIST, No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

FOR EUROPE & AMERICA.

INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT, subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

TO LET

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent. One ROOM with Verandah and Small Room on the Second floor of No. 8, Des Vaux Road Central, above out Office. Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business premises or Dwellings, now occupied by FRANK BORNEMANN.

Apply to—

DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908.

TO LET.

12, ARBUTHNOT ROAD—6 Rooms. 20, WYNDHAM STREET—4 Rooms. Apply to, E. A. & C. F. DE CARVALHO, Hongkong, 29th April, 1908.

TO LET.

IMMEDIATE POSSESSION. Town, lately occupied by the STANDARD OIL COMPANY. Apply—

CHATER & MODY. Hongkong, 24th March, 1908.

TO LET.

ONE FOUR-ROOMED HOUSE at Praya East, near East Point. Apply to—

MARTINE MATHESON & Co. Ltd. Hongkong, 23rd March, 1908.

TO LET.

NOS. 27, 31 and 33, SEYMOUR ROAD. No. 31, CAINE ROAD. Apply to—

SAM WANG CO., LTD. 84, Queen's Road Central. Hongkong, 22nd April, 1908.

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply—

SECRETARY, A. S. WATSON & Co. Limited. Hongkong, 21st April, 1907.

TO LET.

EITHER Side of the DOUGLAS WHARF. Terms on Application to—

DOUGLAS LAPELLE & CO., General Managers DOUGLAS STEAMSHIP CO. LD. Hongkong, 31st March, 1908.

TO LET.

NO. 2, MACDONNELL ROAD. Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905.

TO LET—KOWLOON.

FURNISHED HOUSE, 5 Rooms, Electric Light, use of Tennis Court. Moderate Rental. Apply by letter to—

"537" Office, "Daily Press" Office. Hongkong, 29th April, 1908.

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, opposite the General Post Office. The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907.

TO LET.

"GLENWOOD"—CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

No. 8, BELLIOS TERRACE, 1st Row Corner House. BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES. ROBINSON ROAD. No. 3, DUDDELL STREET Shop. No. 2, DES VEAUX VILLAS (Peak). No. 57, PRAYA GRANDE, Macao.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 13th April, 1908.

TO LET.

FIRST Class European Houses, Leohid Terrace and Humphreys Avenue, Kowloon. Apply to—

TAM TSZ KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Balaam Strand, West. Hongkong, 1st October, 1907.

TO LET.

4 and 5-ROOMED HOUSES in Kowloon. COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908.

TO LET.

HOUSE in KNOTSFORD TERRACE KOWLOON. No. 3, CANTON VILLAS. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st May, 1908.

TO LET.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st May, 1908.

TO LET

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. HOUSES in Wai Nai Chang Road, No. 10, DES VEAUX ROAD CENTRAL, 1st floor. "HATHERLEIGH" Conduit Road. OFFICES in Yoda Building. GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL. FLATS in MORETON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st May, 1908.

TO LET

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908.

TO LET.

OFFICES in HOTEL MANSIONS. Apply to—

HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 1st May, 1908.

TO LET.

NO. 2, CHANCERY LANE, Six-Roomed House. Electric Lights. Put in thorough repair. With immediate possession. Apply to—

PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central. Hongkong, 1st May, 1908.

TO LET.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908.

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TO LET.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA \$3,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co. Ltd. Hongkong, 5th June, 1906.

TO LET.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908.

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BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (\$8,750,000) RESERVE FUND ... FL. 5,378,375 (\$448,000)

HEAD OFFICE: AMSTERDAM. BRANCHES: Singapore, Penang, Shanghai, Hongkong, Batavia, Sourabaya, Cherbon, Tegal, Poonlongan, Pascoewan, Tjilatjap, Padang, Medan, Deli, Palembang, Kota-Radia, (Achoen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily balances. On Fixed Deposits 12 months 4% per annum. 6 months 3% do. 3 months 2% do. J. L. VAN HOUTEN, Agent. Hongkong, 18th November, 1907.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Tels. 7,500,000. HEAD OFFICE: SHANGHAI. BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHES BERGHAUPT (PREUSSISCHES) STAATSBANK Berlin. DIREKTION DER DISCONTO-GESSELLSCHAFT. DEUTSCHE BANK S. BLEICHROEDER. BREITENBURGER HANDELS-GESSELLSCHAFT. BANK LEBER HANDEL UND INDUSTRIE. ROBERT WARSCHAUER & CO. MENDENHOFER & CO. M. A. VON ROTHSCHILD & SOHN. JACOB S. H. STEIN. NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & CO. Koenig. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT. DIREKTION DER DISCONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. A. KOEHN, Manager. Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

PAID-UP CAPITAL ... £1,200,000 RESERVE FUND ... £1,475,000 RESERVE LIABILITIES OF PROPR. ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months 4 per cent. for 6 months 3% do. for 3 months 2% do.

JOHN ARMSTRONG, Manager. Hongkong, 7th January, 1908.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000 SUBSCRIBED ... £1,125,000 PAID-UP ... £582,000 RESERVE FUND ... £100,000

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits: For 12 months ... 4% per cent. For 6 months ... 3% per cent. For 3 months ... 2% per cent.

EVAN OREIMSTON, Manager. Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000 RESERVE FUNDS ... 15,120,000

HEAD OFFICE: YOKOHAMA. BRANCHES AND AGENTS: Tokyo, Nagasaki, Kobe, London, Lyons, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chiofo, Tientsin, Peking, Newchwang, Dally, Port Arthur, Amoy, Lioyang, Mukden, Tieling, Chang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balances. On fixed deposits for 12 months 5% per annum. For 6 months 4% do. For 3 months 3% do.

TAKEO TAKAMOTO, Manager. Hongkong, 24th March 1908.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS: STEELING \$15,000,000 at 2% = \$15,000,000 SILVER ... \$13,500,000

RESERVE LIABILITY OF PROP. \$15,000,000

COURT OF DIRECTORS. Hon. Mr. HENRY KESWICK, Chairman. E. GORTZ, Esq., Deputy Chairman. B. G. Barrett, Esq. E. Shellin, Esq. G. Friedland, Esq. R. Shevan, Esq. A. Fuchs, Esq. H. A. W. Wade, Esq. C. S. Gubbay, Esq. H. B. Tomkins, Esq. C. R. Lessmann, Esq.

CHIEF MANAGER Hongkong—J. R. M. SMITH. MANAGER Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balances. On Fixed Deposits. For 3 months, 2% per cent. per annum. For 6 months, 3% per cent. per annum. For 12 months, 4% per cent. per annum. J. R. M. SMITH, Chief Manager. Hongkong, 23rd April, 1908.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3% Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 13th January 1907.

NOTICES TO CONSIGNEES

S.S. "YARRA."

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Mélée" from Havre or S.S. "Médoo" in connection with the above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognised. All damaged packages will be examined on Monday, the 4th May, at 3 p.m.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 27th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted or marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. Victoria. From Persian Gulf ex B.I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th May, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 29th April, 1908.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO," Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

Being the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th May, at 3 p.m.

All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st May, 1908.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 a.m.

All Claims must reach us before the 12th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MEYERHOF & CO., Agents.

Hongkong, 1st May, 1908.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

994

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at the following stores:—

K. W. L. IN B. Y. K. STALL, Ferry Wharf.

Messrs. H. BUTTONE & SONS, Kow-

loon Store, No. 36, Elgin Road.

Messrs. HUNG CHONG, Elgin Road.

Mr. A. YAU, Hongkong Ferry Wharf Stall.

THORNE'S OLD VAT

PER CASE



\$1.25

SCOTCH WHISKY

SOLE AGENTS IN

HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Suppliers to the House of Commons.

CLEANSE YOUR BLOOD

WITH GRIMAUD & CO'S

SARSAPARILLA

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THE CHINA ASSOCIATION.

(Continued from page 5)

and if this were so, their laws seemed unjust to other countries. The Committee believed that when the true state of Japanese law, and its effects upon residents in China were pointed out to the Japanese Government, the Japanese would alter their laws of their own accord. Unless that were done, the Association did not see its way to a move with the conclusion of any convention with China under which British property would be liable to confiscation.

THE OPEN DOOR IN MANCHURIA.

The Committee had made representation to London on the subject of the prolonged delay in establishing what was known as the Open Door in Manchuria. In doing so it had not been unmindful of the fact that Manchuria had only lately been the field of battle, and that difficulties must be expected to arise in carrying out the terms of such an agreement as the Treaty of Portsmouth. It seemed to the Committee that the trend of events appeared to indicate that the policy of the Japanese administration and officials had been directed towards the establishment of preferential claims for Japanese trade, and the discouragement of other foreign competition, leading to a state of affairs that would become a revival of the "sphere of influence" regime in the Northern provinces. It was possible that this was partly due to an excess of zeal on the part of Japanese officials, but it was felt that there were good grounds for calling attention to the delay in fulfilling treaty obligations—not in any hostile spirit, but in the belief that if representations in this sense were made to the proper authorities of a great nation like Japan there could be no question but that those obligations would be carried out. He remembered some years ago hearing this question discussed by a gentleman who occupied an important position in the service of Japan. He said that those people who discredited Japan's adhesion to the open door policy did not give him country credit for common sense or for being clear-headed; they knew that claims to preferential rights in trade would alienate friendly nations but that as Japan could compete for the trade of China on favorable terms without any preference owing to her proximity and her plentiful supply of cheap labor, they would rely upon their natural and not upon artificial advantages. These views appeared to be quite sound and if he had wanted additional arguments, he might have pointed out that Japan was not a producer of much of the raw materials necessary for her industries, but had to draw them from the very countries whose trade would be injured by a negation of the open door, in addition to the loss of credit which any great nation would suffer from the non-fulfillment of its pledged word. As there were doubtless many influential leaders in Japan who still adhered to the same view a change for the better in the North might be expected as time went on. It was difficult to account for the extraordinary depression that prevailed in Manchuria and such circumstances as that there should be a sharp decline in Shanghai and an extraordinary scarcity of it in Newchwang. No one could say definitely that the withdrawal of capital from the North was due to political conditions, but a more settled state of affairs would be beneficial to commercial interests generally.

THE P. KUMEN RAILWAY.

The Committee had been asked to support the action of the Newchwang Chamber of Commerce regarding the P. Kumen Railway, and had complied with that request because it believed such a railway would be beneficial in developing what he might describe as the hinterland of Newchwang. With facilities for communication it was believed that a large area of that country might be developed into a wheat growing country. Wheat was a produce that would not bear long and expensive transport, and in view of the present high prices of food stuffs a new source of supply would be an undoubted advantage to the whole of the East. While the Committee did not profess to have entered fully into all the details of the discussion that had arisen in connection with this line, it, it would compete with the main Japanese line, that was a difficulty that might be overcome by building the railway a few miles further away. The British objection to the building of a line parallel to the Kowloon and Canton line was hardly on all fours with the P. Kumen railway; the proposed line in the South was only four miles distant from the one the British and Chinese Corporation were building, whereas the P. Kumen railway was some thirty-five miles distant from the main Japanese line at its nearest point. It was not only apparent how the Japanese forced competition from the proposed line, more especially as China, after she had built railways, imposed by law a lien on the cargo carried by them while it was understood that no lien was charged on the Japanese line. If the difficulties in the way of the construction of the P. Kumen line could be overcome either by mutual agreement or arbitration it was the Committee's belief that both Japanese and foreign trade would benefit considerably. If the Chinese Government were urged to improve the navigation of the Liao River this would afford an additional means of communication in Manchuria.

LIKIN.

Likin on the Northern railways has already been referred to, and it was unfortunately the case that much of the advantage to be gained by the extension of railways was neutralized by likin taxation levied on merchandise. So much was this the case that in some instances traffic on railways was confined to passengers alone. It was difficult for people at a distance to realize that this sort of interests could prevail on lines owned by the Imperial Government, but it was a fact nevertheless. No doubt a compromise would be effected in time but it was a complicated question, as the interests of the likin officials were opposed to any change in the direction of removing restrictions upon trade. The whole likin system, as they had known for many years, was wasteful and cumbersome, but notwithstanding the Mackay Treaty there was no intention that any steps were being taken either to control or abolish the system.

PROVINCIAL GOVERNMENTS.

Likin, however, only formed part of a difficult and complicated problem that lay before the rulers of China. It could not be doubted that not only in fiscal questions, but also in mining regulations, in industrial progress, in the currency question, in railway development, and even in the defensive services many of the leading men in the Provinces acted as if they believed Imperial and Provincial interests were antagonistic, with the result that progress was handicapped everywhere. There was something to be said in favour of the present system from the local point of view; the population had a great deal

of freedom and of local independence, but it hardly admitted of a doubt that a rapidly growing population must have increased opportunities of employment and of earning a livelihood; otherwise there would be trouble. The movement to bring about a change could only be successfully controlled by a strong central authority. The fact was that China was really an awful example of the disintegration of strength resulting from a gigantic system of Home Rule. In China we had about a dozen different states in which the supposed interests of the Provinces were paramount, and the only hope for national progress lay in the Imperial Government controlling national affairs.

OPINION.

In regard to the opium question, if any permanent prohibition of Indian opium were eventually arranged it would perhaps not be inadvisable to take precautions that the source of supply were not merely changed, as opium could be grown in many different countries, and they had reason to believe, was now being grown experimentally in several countries. It was estimated that the total revenue obtained by China from foreign opium was about Tls. 5,000,000 per annum, and from native opium about £4,000,000. If these figures were reliable it was clear that some other source of revenue would have to be created if China were to succeed in her attempts to abolish the consumption of opium in the country.

LOCAL AFFAIRS.

The Committee had been informed that the Government recognized the validity of local government and practice in connection with the Mixed Court, a decision which would meet with universal approval, and one which would tend to prolong the smooth relations which had now happily been established in Shanghai.

In conclusion, Mr. Anderson apologized for the length at which he had spoken and thanked his audience for the patient way in which it had listened to him (Applause).

The Chairman then proposed and Mr. G. A. Richardson seconded that the annual report as presented be accepted and passed.

This was unanimously carried after the Chairman had replied in the affirmative to Mr. Hutchinson's question whether the report presented to members was the only report they would receive from the local Committee.

Mr. W. A. C. Platt then proposed, Mr. W. D. Little seconded, and it was carried unanimously that the following gentlemen be elected as the Committee for the current year: Messrs. F. Anderson, H. T. M. Bull, A. W. Burkill, J. O. P. Bland, D. Landale, A. M. Marshall, W. Adams-Oram, and G. A. Richardson.

Before the meeting dispersed the Chairman made an appeal for an increase in membership.

Mr. A. D. Lowe proposed a vote of thanks to the Chairman, which was carried with loud applause.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated Hongkong, 2nd May 1908.

There are very few changes to report in rates, and the business during the week under review has been a moderate one only.

The sterling demand rate of exchange on London, closed at 1s. 9.5-161, while rates on Shanghai are Tls. 74 for a Bank T/C, and Tls. 74 for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Draft being Tls. 74. Bursilver in London has dropped to 245-164, and Consols are quoted 236½. The Bank of England rates of discount is 3 per cent, and the private market rate of discount 2½ per cent.

BANK SHARES.—Hongkong and Shanghai Bank at 3600 and 3592½, closing fairly firm at the latter rate; London quotes 274. Nationals are unchanged.

MARINE INSURANCE SHARES.—No business has been reported and rates for Unions, China Traders and Cantons are unchanged. North China have buyers at 1s. 78 or the dividend.

Sincere have buyers at 14½ or the dividend of 15 per cent share paid in Shanghai on 29th ultimo; old and new shares are now alike.

PIRE INSURANCE SHARES.—Hongkong have small buyers at \$310. A few Chinas have been done at \$21, and more shares can be placed.

SHIPING SHARES.—Hongkong, Canton and Macao Steamships, after sales at \$20, have sellers at \$22½. A small lot of Indo-Chinas has been fixed at \$62, Shanghai quotes buyers at Tls. 45, while London quotation is £4.5s. 6d. preference and £2.10.0 for deferred shares. China and Manila, as well as Douglas, are unchanged and without sales. Star Fories are offering at \$32 for the old, and at \$18 for the new issue. A small lot of Shell Transports has been placed at \$54; London quotes 45s. 31 sellers. Union Waterboats fetched \$12, but more shares are obtainable.

REFINERIES.—China sugars attracted a bid, and several small lots sold at 6135. Luzones are unchanged.

WHITELEY'S THE BIGGEST STORE IN THE WORLD. HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION. Wm. WHITELEY, Ltd., UNIVERSAL PROVIDERS, WESTBOURNE GROVE & QUEEN'S RD., LONDON, W.

A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A baby is a tiny being generally means an undersized child, wanting in stamina and vigor. It is to nurse your baby, you must give the substance that most closely resembles human milk. No farinaceous or starchy food or unimproved cow's milk is permissible to a child under 6 or 7 months of age. The "Allenburys" Milk Foods are so prepared as to remove the difference between cows' milk and human milk, and they are as easy of digestion as the natural food of the child.

The "Allenburys" Foods are alike suitable for the delicate and robust, and when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The dried process of weaning is thus made easy and comfortable both to the mother and child.

The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months. MILK FOOD No. 2. From 3 to 6 months. MALTED FOOD No. 3. From 6 months and upwards.

ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS

in all colours on Sale.



All Orders receive prompt attention.

50A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908.

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Apollinaris

"THE QUEEN OF TABLE WATERS."

HAS BEEN AWARDED

The Royal Prussian

State Medal, 1902

AND THE

Gold Exhibition Medal,

Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Annual Sale 30,000,000 Bottles

BENGER'S FOOD. A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work. Benger's Food is sold in Tins by Chemists, &c., everywhere.

THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT

REMEMBER, THERE IS

NO LIGHT SO GOOD OR SO

CHEAP AS THE BRITISH

MADE

WEL

SHIPPING.

ARRIVALS.
EARL OF DOUGLAS, British str., 2,781, John Jamieson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messengers Martimes.
POOHOW, British str., 1,227, J. Davies, 2nd May—Chinkiang 28th April, General—Butterfield & Swire.
HAITAN, British str., 1,183, J. S. Roach, 3rd May—Fochow 30th April, Amoy May 1st, and Swatow 2nd, General—Douglas, Laprak & Co.
HIKOSAN MARU, Japanese str., 2,302, Matsuda, 2nd May—Moji 27th April, Coal—Mitsui Bussan Kaisha.
ADEN, Danish str., 3,612, H. P. Borg, 3rd May—Moji 29th April, General—Melchers & Co.
KATFONG, British str., 986, H. Mathias, 2nd May—Cebu April 26th, and Iloilo 28th, Sugar and Wood—Butterfield & Swire.
KASHING, British str., 1,152, Pickard, 1st May—Dunby April 24th, and Chetoo 25th, General—Butterfield & Swire.
KIANGTUNG, Chinese str., 1,222, H. Udden, 2nd May—Chinkiang 27th April, General—Chingy.
KWANGKEE, Chinese str., 2nd May—Canton.
MERFONG, Chinese str., 1,339, J. MacArthur, 3rd May—Shanghai 30th April, General—Chinese.
NIPPON MARU, Japanese str., 3,442, W. W. Greene, 2nd May—Sau-Francisco 31st March, Mails and General—Toyo Kisen Kaisha.
PHILIPPS, Norwegian str., 1,027, C. Moller, 2nd May—Bangkok 25th April, Rice—Agard & Thomsen & Co.
QUINTA, German str., 987, Frhm, 2nd May—Tientsin 25th April, Coal—Nielsen & Co.
SHANTUNG, British str., 1,885, Scott, 2nd May—Hongy 28th April, Coal—Butterfield & Swire.
TAIKOSAN MARU, Japanese str., 3,217, I. Fukui, 3rd May—Kushinotsu 28th April, Coal—Mitsui Bussan Kaisha.
TANGO MARU, Japanese str., 7,420, R. Swain, 3rd May—Japan and Shanghai 30th April, Flour, Tank and Cotton Yarn—Nippon Yusen Kaisha.
TEAN, British str., 1,346, A. W. Outerbridge, 1st May—Manila 29th April, General—Butterfield & Swire.
TYDERS, British str., 1,800, D. P. Campbell, 2nd May—Shanghai 28th April, General—Butterfield & Swire.
YINGCHOW, British str., 3rd May—Canton.

DEPARTURES.

DEVANHA, British str., for Europe, &c. GUYBEVAL, British str., for Port Said.
JOHANN, German str., for Hainan.
KASHING, British str., for Canton.
KUISING, British str., for Shanghai.
MANILA, British str., for San Francisco.
NAMSAU, British str., for Singapore.
SIAM, British str., for Singapore.
TOROS VIKRA, Norwegian str., for Labuan.
ZAFIRO, British str., for Manila.
CHILH, British str., for Hainan.
CHONGSHING, British str., for Swatow.
FOCHOW, British str., for Canton.
HOKUTO MARU, Japanese str., for Saigon.
JOSHIN MARU, Japanese str., for Swatow.
LANDAT SCHIEFF, German str., for Moji.
NORD, Norwegian str., for Hongy.
PRINZ STORMUNG, German str., for Yokohama.
SHAOSHING, British str., for Shanghai.

SHIPPING REPORTS.

The British str. Pochow reports: Light winds and clear weather.
 The Chinese str. Kiangyung reports: Moderate northerly wind, smooth sea and cloudy weather throughout the voyage.
 The British str. Hainan reports: From Fochow to Amoy, light winds and clear weather. Amoy to Swatow, similar weather with slight fog. Swatow to Hongkong, moderate breeze and clear weather, overcast sky.

VESSELS IN DOCK.

May 2nd.
ABREGEEN DOCKS.—Sourong, Chantaboon, Hainan, Amoy, Hainan, Amoy.
COSS. POLYMER DOCKS.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 For MOJI, KOBE AND YOKOHAMA.

THE Steamship
 "EASTERN."
 Captain McArthur, will be despatched as above TO-MORROW, 5th inst., at Daylight.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 1st May, 1908. 793

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAITAN."
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 5th inst., at 10 A.M.
 For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 2nd May, 1908. 796

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALACCA (COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 For BOSTON AND NEW YORK.
 S.S. "SATSUMA" ... 14th May.
 For Freight and further information, apply to
DODWELL & CO., LTD.
 Agents.
 Hongkong, 30th April, 1908. 522

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into F or Sections common to Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.						
1 From Green Island to the Harbour Master's.		2 From Harbour Master's to Blake Pier.		3 From Blake Pier to Naval Yard.		4 From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	LAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	NORH	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	About 6th inst.
LONDON, HAMBURG & ANTWERP	DEBBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHEWAN TOMES & CO.	About 15th inst.
LONDON &c. via SINGAPORE &c.	ODIANA	Brit. str.	—	—	P. & O. S. N. Co.	On 16th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	About 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENGBAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th June.
MARSEILLES, ROTTERDAM & HAMBURG &c.	BRIGAVIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	About 5th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SURVIA	Ger. str.	k.w.	—	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	AUSTRIAN	Fr. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Daylight
MARSEILLES, HAVRE & COPENHAGEN	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst., at Daylight
NAPLES, GENOA, ALGERS, GIBRALTAR &c.	HITACHI MARU	Jap. str.	—	F. E. Cope	MELCHERS & CO.	Beginning of May.
TRIESTE, &c. via SINGAPORE, &c.	YOKOHAMA	Ger. str.	—	J. Randerzmann	MELCHERS & CO.	On 6th inst., at Noon.
ODDESSA	YOKOHAMA	Ger. str.	—	A. Petris	SANDER, WIELER & CO.	About 25th inst.
NEW YORK VIA SUEZ CANAL	LOVTHE CASTLE	Aus. str.	—	—	MELCHERS & CO.	About end of June.
BOSTON & NEW YORK	SATSUMA	Brit. str.	—	—	SHEWAN TOMES & CO.	About 31st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC CO.	On 7th inst., at P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	GLENNFARG	Brit. str.	2 m.	—	CANADIAN PACIFIC CO.	On 20th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN	TANGO MARU	Jap. str.	—	R. Swain	NIPPON YUSEN KAISHA	On 12th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KUMERIC	Aus. str.	—	Cowley	—	On 16th inst.
SAN FRANCISCO VIA PORTS	AKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINCHU	Brit. str.	1 m.	—	SHEWAN TOMES & CO.	On 7th inst.
AUSTRALIAN PORTS VIA MANILA	KUWANO MARU	Jap. str.	—	W. B. Brown	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ STORMUNG	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 21st inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	YANAKA MARU	Jap. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 12th June, at Noon.
MOI KOBE & YOKOHAMA	HOPKINS	Brit. str.	—	K. Homma	JARDINE, MATHESON & CO., LD.	On 14th inst.
MOI KOBE & YOKOHAMA	CANDIA	Brit. str.	—	O. Jones, R.N.R.	GIBB, LIVINGSTON & CO.	On 14th inst.
MOI KOBE & YOKOHAMA	BARTON	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 23rd inst., at Daylight
MOI KOBE & YOKOHAMA	TSINAN	Brit. str.	1 m.	C. Lindbergh	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MOI KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 8th inst., at Daylight
MOI KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
MOI KOBE & YOKOHAMA	CUNOIA	Rus. str.	—	H. Koope	MELCHERS & CO.	On 24th June.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	Sandback	JARDINE, MATHESON & CO., LD.	Quick despatch.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	J. Hands	NIPPON YUSEN KAISHA	On 4th June.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	V. Dohren	HAMBURG-AMERICA LINE	On 6th inst.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	H. P. Jones	JARDINE, MATHESON & CO., LD.	On 6th inst., at 4 P.M.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	G. W. Babot	MELCHERS & CO.	About 6th inst.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	Girard	MESSAGERIES MARITIMES	On 11th inst., P.M.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	P. J. Andrews, R.N.R.	HAMBURG-AMERICA LINE	On 14th inst.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	P. J. van Emmerick	P. & O. S. N. Co.	About 14th inst.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	T. Suruga	JAVA-CHINA JAPAN LINE	Quick despatch.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	de Brongers	OSAKA SHOSHEN KAISHA	On 6th inst., at 9 A.M.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	Frazier	JAVA-CHINA JAPAN LINE	Quick despatch.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	J. S. Roach	BUTTERFIELD & SWIRE	On 8th inst., at Noon.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	A. Sommerville	JARDINE, MATHESON & CO., LD.	On 9th inst., at Noon.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	R. Almond	SHEWAN TOMES & CO.	On 16th inst., at 4 P.M.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	T. Maycock	JARDINE, MATHESON & CO., LD.	On 16th inst., at Noon.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	Rodger	SHEWAN TOMES & CO.	On 9th inst., at 4 P.M.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	R. Houghton	JARDINE, MATHESON & CO., LD.	Middle of May.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	F. Semell	MELCHERS & CO.	On 10th inst.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	Padone	CARLOWITZ & CO.	On 7th inst., at 3 P.M.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	Quick despatch.
MOI KOBE & YOKOHAMA	CHINCHU	Brit. str.	—	Padone	JAVA-CHINA JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IN THE "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.
 11 DAYS YOKOHAMA TO VANCOUVER.
 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	Leave HONGKONG	Arrive VANCOUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"GLENNFARG"	3,700	WEDNESDAY, 20th May	18th June
"EMPEROR OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"LENNOX"	3,700	WEDNESDAY, 17th June	18th July
"EMPEROR OF INDIA"	6,000	THURSDAY, 2nd July	20th July
"MONTEAGLE"	6,168	WEDNESDAY, 15th July	8th Aug

* S.S. "LENNOX" and "GLENNFARG" are Freighters only and do not carry Passengers.
 * "EMPEROR OF JAPAN" and "EMPEROR OF CHINA" will depart from HONGKONG at 4 P.M.
 * S.S. "MONTEAGLE," "LENNOX" and "GLENNFARG" at 12 Noon.
 THE QUICKEST ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the CO'S NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 28 days from HONGKONG.
 Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 271.10
 Intermediate or Steamer ... 240, ... 242.
 1st Class Rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 S.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya opposite Blake's

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 18th May, Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 4th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALACCA COAST).
 S.S. LOWTHER CASTLE ... On or about 31st May.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th April, 1908.

EAST ASIATIC CO., LD

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES & COPENHAGEN	"INDIEN"	1st May.
VLADIVOSTOK	"CURONIA"	On 24th June.

For Further Particulars, apply to

MELCHERS & CO.,
 Agents.
 Hongkong, 27th April, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,292	Cowley	On 16th May.
* SHAWMUT	9,666	E. V. Roberts	On 6th June.
* TREMONT	9,606	T. W. Garlick	On 1st July.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 4th May, 1908.

THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
 TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
 FOREIGN MONIES EXCHANGED.
 LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 15, DES VETUX ROAD, HONGKONG.
 Japan Office: 14, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH

For SAN FRANCISCO VIA PORTS.

THE Steamship
 "CLAN MACMILLAN"
 Will be despatched for the above Ports on the 7th May.
 For Freight apply to
SHEWAN TOMES & CO.,
 Agents.
 Hongkong, 21st April, 1908. 702

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "CAPRI."
 Captain Padone, will be despatched as above on THURSDAY, the 12th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st May, 1908. 4

"SHIRE" LINE OF STEAMERS LIMITED.

For LONDON, HAMBURG AND ANTWERP.

THE Steamship
 "DENBIGHSHIRE,"
 will be despatched for the above Ports on or about the 15th May, 1908.
 For Freight or Passage, apply to—
SHEWAN TOMES & Co.,
 Agents.
 Hongkong, 17th April, 1908. 723

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KALAGHI, ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
 "CHINA."
 Captain Petris, will be despatched as above on or about MONDAY, the 25th May.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 30th April, 1908. 3

THE RUSSIAN VOLUNTEER FLEET.

For ODESSA.

THE Steamship
 "VORONEJ,"
 will leave on or about the end of June.
 For Freight apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 21st April, 1908. 748

NATAL LINE OF STEAMERS

THE Underwritten GENERAL AGENTS
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LLOYD'S CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
DODWELL & CO., LIMITED
 General Agents for China and Japan.
 Hongkong, 4th August, 1898. 9

Cutler, Palmer & Co.'s

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Philippe	About 8th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON Capt. G.W. Babot	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 14th May	Freight and Passage.
LONDON via USUAL PORTS OCEANIA Capt. W. Hayward, R.N.R.	Noon, 16th May	See Special Advertisement.

Hongkong, 4th May, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"YINGCHOW"	On 4th May, 4 P.M.
MANILA	"TEAN"	On 5th May, 4 P.M.
SOURABAYA and SAMARANG	"SHANTUNG"	On 7th May, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.

Hongkong, 4th May, 1908.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK"	Wedday, 6th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW"	About Wedday, 6th May.
KUDAT & SANDAKAN	"BORNEO"	Middle of May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd May, 1908.

HAMBURG-AMERIKA LINIE,
HAMBURG.EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.Taking Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA 6th May	FOR MARSEILLES ROTTERDAM & HAMBURG: S.S. SUEVIA About 5th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA 14th May	FOR HAVRE & HAMBURG: S.S. SILESIA 7th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND 25th May	FOR ANTWERP & HAMBURG: S.S. LYDIA About 10th May
	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA 24th May
	FOR HAVRE & HAMBURG: S.S. BURGUNDIA 5th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th April, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S SS.	LEAVING
* FOOCHOW via SWATOW {"SOSHU MARU" and AMOI	Capt. T. SURUGA	WED'DAY, 6th May, at 9 A.M.

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Hongkong, 1st May, 1908.

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SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 11th May, P.M.
MARSEILLES, via PORTS	"AUSTRALIEN"	On 12th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 25th May, P.M.
MARSEILLES via PORTS	"YARBA"	On 26th May, 1 P.M.

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Hongkong, 29th April, 1908.

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MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORTSAID	KAMAKURA MARU, Tons 6126 Hitachi Maru, Tons 5761 Capt. H. Fraser Capt. F. E. Cope	WED'DAY, 13th May, at Daylight WED'DAY, 27th May, at Daylight
VIETNAM, WASH. and SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIDZU and YOKOHAMA	TANGO MARU, Tons 7463 AKI MARU, Tons 8444 Capt. R. Swain Capt. M. Yagi	TUESDAY, 12th May, at 4 P.M. TUESDAY, 26th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Tons 5076 YAWATA MARU, Tons 3817 Capt. N. Matheson Capt. K. Homma	FRIDAY, 15th May, at Noon FRIDAY, 12th June, at Noon
SHANGHAI and KOBE	MOYORI MARU, Tons 3773 HAKATA MARU, Tons 6161 Capt. J. Hande Capt. T. Mural	MONDAY, 4th May, FRIDAY, 8th May, at Daylight.
KOBE and YOKOHAMA	WAKAMIYA MARU, Tons 4723 Capt. T. Yamawaki	SUNDAY, 10th May
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU, Tons 3817 Capt. K. Homma	WED'DAY, 13th May, at Noon.

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Hongkong, 2nd May, 1908.

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AMIRAL EXELMANS, 25th July	REYAN, 26th Nov.
OUESSEANT, 27th Aug.	CORSE, 11th Jan. 09

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MOJI	"HOPKINS"	Monday, 4th May, 4 P.M.
SHANGHAI	"CHOUSANG"	Tuesday, 5th May, 4 P.M.
SHANGHAI	"LUNGSHING"	Wednesday, 6th May, 4 P.M.
MANILA	"LOONGSANG"	Friday, 8th May, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 9th May, 4 P.M.
MANILA	"YUENSANG"	Friday, 15th May, 4 P.M.

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Hongkong, 2nd May, 1908.

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TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	SHANGHAI	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

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STEAMERS.	STEAMERS.
AMARA, British str., 1558, C. J. Matlock, 26th April—Swatow 25th April, General— Jardine, Matheson & Co.	MATHILDA, German str., 881, A. P. Uldersap, 1st May—Haiphong, Pakhoi and Heihow 25th April, General & P&G—Jensen & Co.
AMIRAL DE DROMOND, French str., 154, Chalais, 26th April—Haiphong 18th April, Ballast—W. Mack Jacks	MAUSANG, British str., 1644, R. Houghton, 29th April—Sandakan 23rd April, Limber and General—Jardine, Matheson & Co.
CARAVELLE, French str., 1971, Sedra, 29th April—Cardiff 7th March, Coal— Messageries Maritimes.	MYRTLEDENE, British str., 1590, Matland, 27th April—Hongkong 24th April, Coal— Jardine & Co.
CHILDAR, Norwegian str., 1102, H. Nielsen, 1st May—Bangkok 24th April, General— Butterfield & Swire.	ONBANG, British str., 1587, E. Cox, 30th April —Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.
CHOUSANG, German str., 1421, F. Bucking, 29th April—Bangkok 23rd April, Rice and Wood—Butterfield & Swire.	PROGRESS, German str., 687, D. Straus, 29th April—Hongkong 26th April, Coal— Jardine & Co.
CHOWWA, German str., 1055, G. Spiesen, 1st May—Bangkok 23rd April, Rice—Butter- field & Swire.	RAGNAR, German str., 1220, Nielsen, 25th April—Bangkok 18th Apr., Rice—Wallem & Co.
CHOYSANG, British str., 1424, Sandback, 30th April—Shanghai April 29th, via Swatow 29th, General, Sheep and Goats—Jardine, Matheson & Co.	TJIMAH, Dutch str., 2476, J. Brongers, 29th April—Batavia Apr. 4th, & Macassar 20th. General—Java-China-Japan Lijn.
DEN OF ABRAHAM, British str., 2271, Cummings, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	TUNOSING, British str., 1175, W. Stalkin, 25th April—Wahai and Chinkiang 21st April, General—Jardine, Matheson & Co.
DEVAYONGSE, German str., 1157, Rehwaldt, 29th April—Bangkok April 20th, and Swatow 23rd, Rice and Timber—Butterfield & Swire.	VICTORIA, Swedish str., 989, J. A. Hallberg, 23rd April—Karatsu 17th April, Coal— Wallem & Co.
DUNBAR, British str., 190, A. R. Lee, 29th April—Meji 23rd April, Coal—Shewan, Tomes & Co.	YEDO MARU, Japanese str., 3227, T. Hamada, 29th April—Meji 23rd April, Coal— Mitsui Bussan Kaisha.
EASTERN, British str., 2272, W. G. McArthur, 29th April—Bangkok April 20th, and General—Gibb, Livingston & Co.	YINGCHOW, British str., 1234, Frazee, 24th April—Shanghai 21st April, General— Butterfield & Swire.
EMPEROR OF JAPAN, British str., 303, H. Pybus, 6th April—Vancouver 18th March, and Shanghai 4th April, Mails and General —Canadian Pacific Railway Co.	YUNNAN, British str., 1296, W. Owen Jones, 30th April—Chinkiang 26th Apr., General —Butterfield & Swire.
HAIPHONG, French str., 500, Pomfret, 2nd April—Haiphong 18th April, Ballast— Wilks & Jacks.	ZILIAH, British str., 3426, Pearn, 28th April —Xmas Island 17th April, Phosphates— Mitsui Bussan Kaisha.

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